

IN THE SPECIFICATION:

Please reinstate text starting at page 2, line 2 through line 37.

frames which are designed as a ladder frame with two longitudinal members which extend in parallel and transverse members which connect together two passive bogies for attaching the lifting units to the car frame. This frame design is costly.

Furthermore, DE 100 03 315 A1 discloses a car superstructure which has a trough-shaped spatial form with a continuous trough bottom and trough sidewalls which project upward in the manner of side members. The flat side of the trough bottom which points to the interior of the trough serves as a rolling surface for a semitrailer. The outwardly pointing flat side of the trough bottom is fitted, in its longitudinal edge region, with supporting rollers with which the carriages can be displaced by rolling in a transverse direction with respect to the longitudinal axis.

The object of the invention is to develop a method of the generic type in such a way that the expenditure on equipment is minimized and as a result the costs for production, operation and maintenance are reduced. Furthermore, a method according to the invention is intended to permit a wide variety of types of cargos to be loaded and unloaded.

The object of the invention is also to specify a method for transferring cargo from a first train section to a second train section, in particular of various trains.

Furthermore, an object of the invention is to specify a loading and/or unloading device and a car frame and a car superstructure which are suitable for the method according to the invention and permit an increased degree of flexibility with respect to the cargo containers or load goods to be loaded.

Please delete paragraph lines 35-39 on page 35 through lines 1-11 on page 36 of the specification and replace it with the following paragraph:

A car 1a, 40 is moved into the loading and unloading area between the lifting and displacement devices 201 which are arranged on both sides of the track body 243. The car 1a, 40 stops next to a car superstructure 1b which is to be loaded. The walking beams 221 are extended horizontally out of the position of rest into the working position in a transverse direction with respect to the tracks of the track body 243 (fig. [[23]] 28, arrows A). The ramp faces 225 at the free ends of the walking beams meet the opposing ramp faces 217 at the car 1a, 40. The ramp faces 225 interact with the opposing ramp faces 217 in such a way that the car 1a, 40 is secured and the car superstructure 1a is lifted slightly, while mechanical tolerances and differences in the spring compression of the car 1, 40 are essentially compensated.